EXISTING SIGNS

22,25,27,29 — S 2-1 30"x 30" M 6-2 21"x 15"

24,26,28,31 — S 2-1 30"x 30" M 6-2 21"x 15"

EXISTING SIGNS TO BE RELOCATED

22a,25a,29a — S 2-1 30"x 30" M 6-2 21"x 15"

24a,26a,31a — S 2-1 30"x 30" M 6-2 21"x 15"

23a — ESSEX POST OFFICE ← 30"x 24"

30a — ESSEX POST OFFICE → 30"x 24"

PROPOSED SIGNALS

3,6-10 — R Y G — 12"

1,4 — R Y G — 12"/8"

2,5 — R Y G — 12"

11-14 — 12"

PROPOSED VIDEO DETECTION

I, II, III, IV

PROPOSED SIGNS

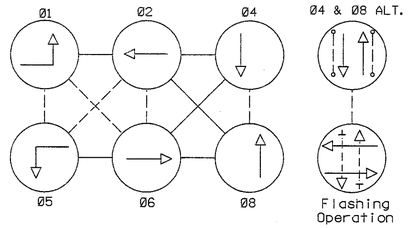
15,17 — LEFT TURN YIELD ON GREEN — R 10-12 36"X42"

20 — NO TURN ON RED — R 10-11b 24"x 24"

16A,16B,18A,18B — Taylor AVE — DUAL FACE D-3(1) 60"X16"

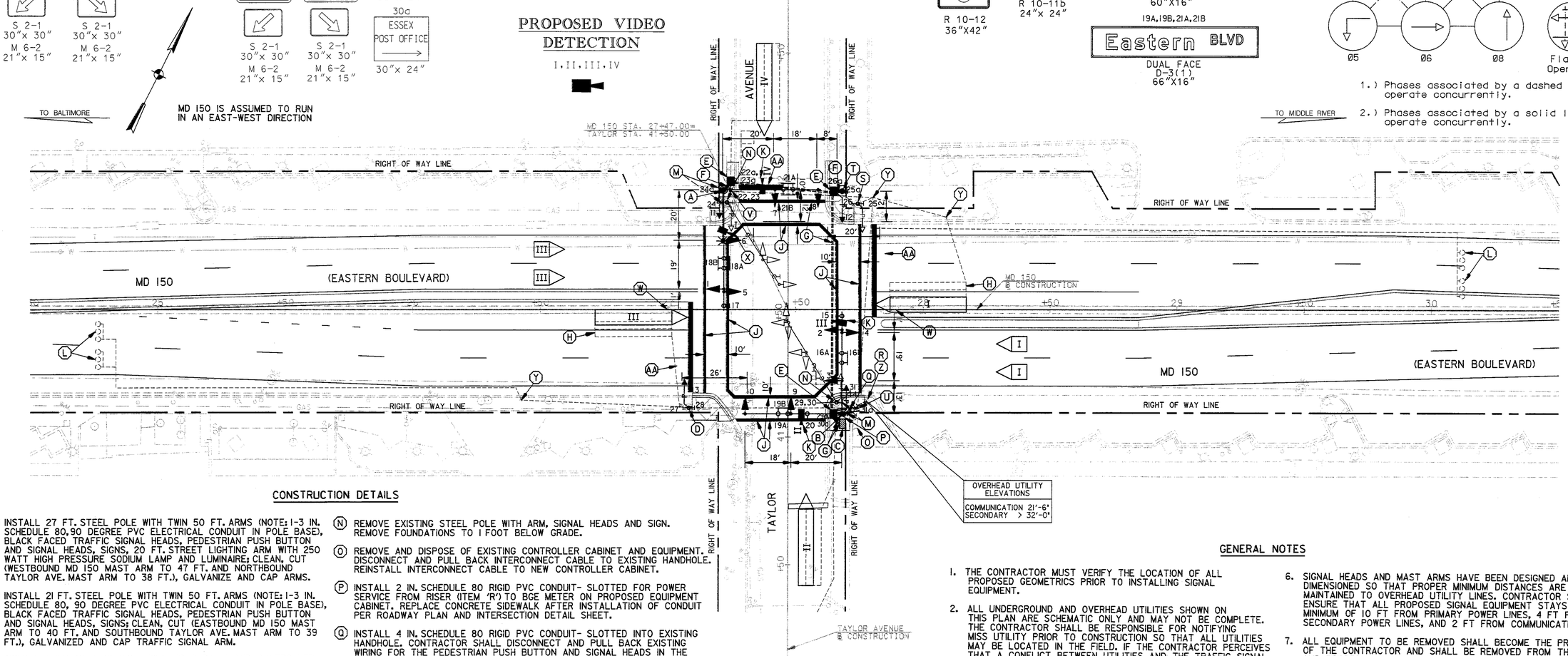
19A,19B,21A,21B — Eastern BLVD — DUAL FACE D-3(1) 66"X16"

NEMA PHASING



1.) Phases associated by a dashed line will operate concurrently.

2.) Phases associated by a solid line will not operate concurrently.



CONSTRUCTION DETAILS

(A) INSTALL 27 FT. STEEL POLE WITH TWIN 50 FT. ARMS (NOTE: 1-3 IN. SCHEDULE 80,90 DEGREE PVC ELECTRICAL CONDUIT IN POLE BASE), BLACK FACED TRAFFIC SIGNAL HEADS, PEDESTRIAN PUSH BUTTON AND SIGNAL HEADS, SIGNS, 20 FT. STREET LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM LAMP AND LUMINAIRE; CLEAN, CUT (WESTBOUND MD 150 MAST ARM TO 47 FT. AND NORTHBOUND TAYLOR AVE. MAST ARM TO 38 FT.), GALVANIZE AND CAP ARMS.

(B) INSTALL 21 FT. STEEL POLE WITH TWIN 50 FT. ARMS (NOTE: 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT IN POLE BASE), BLACK FACED TRAFFIC SIGNAL HEADS, PEDESTRIAN PUSH BUTTON AND SIGNAL HEADS, SIGNS; CLEAN, CUT (EASTBOUND MD 150 MAST ARM TO 40 FT. AND SOUTHBOUND TAYLOR AVE. MAST ARM TO 39 FT.), GALVANIZED AND CAP TRAFFIC SIGNAL ARM.

(C) INSTALL NEMA SIZE '6' BASE MOUNTED CABINET AND CONTROLLER WITH CONTROLLER HARDWARE, VIDEO INTERFACE EQUIPMENT, DISCONNECT, AND METER (FOUNDATION SHALL HAVE TWO 4" AND TWO 2" 90 DEGREE CONDUIT ELBOWS).

(D) REMOVE EXISTING PEDESTRIAN PUSH BUTTON AND SIGNAL HEADS AND INSTALL NEW PEDESTRIAN PUSH BUTTON AND SIGNAL HEADS ON EXISTING POLE. CONTRACTOR SHALL REUSE THE EXISTING WIRING FOR THE PUSH BUTTON AND SIGNAL HEADS THAT HAS BEEN DISCONNECTED AND PULLED BACK FROM THE EXISTING CONTROLLER CABINET AND CONNECTED TO THE NEW CONTROLLER CABINET.

(E) INSTALL ELECTRICAL HANDHOLE.

(F) INSTALL 3 IN. SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED. REPLACE CONCRETE SIDEWALK AFTER INSTALLATION OF CONDUIT PER ROADWAY PLAN AND INTERSECTION DETAIL SHEET.

(G) INSTALL 4 IN. SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.

(H) EXISTING VEHICLE DETECTOR TO BE ABANDONED AND DESTROYED DURING MILLING OPERATIONS.

(J) INSTALL 12 INCH CROSS WALK LINE AS DIMENSIONED ON SHEET DE-01.

(K) INSTALL VIDEO DETECTION CAMERA USING PEDESTAL BRACKET TO MAST ARM.

(L) EXISTING MICROLOOP PROBES TO BE ABANDONED AND DESTROYED DURING MILLING OPERATION.

(M) RELOCATE EXISTING POST OFFICE AND PEDESTRIAN CROSSING SIGN FROM EXISTING SIGNAL POLE TO PROPOSED SIGNAL POLE.

(N) REMOVE EXISTING STEEL POLE WITH ARM, SIGNAL HEADS AND SIGN. REMOVE FOUNDATIONS TO 1 FOOT BELOW GRADE.

(O) REMOVE AND DISPOSE OF EXISTING CONTROLLER CABINET AND EQUIPMENT. DISCONNECT AND PULL BACK INTERCONNECT CABLE TO EXISTING HANDHOLE. REINSTALL INTERCONNECT CABLE TO NEW CONTROLLER CABINET.

(P) INSTALL 2 IN. SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED FOR POWER SERVICE FROM RISER (ITEM 'R') TO BGE METER ON PROPOSED EQUIPMENT CABINET. REPLACE CONCRETE SIDEWALK AFTER INSTALLATION OF CONDUIT PER ROADWAY PLAN AND INTERSECTION DETAIL SHEET.

(Q) INSTALL 4 IN. SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED INTO EXISTING HANDHOLE. CONTRACTOR SHALL DISCONNECT AND PULL BACK EXISTING WIRING FOR THE PEDESTRIAN PUSH BUTTON AND SIGNAL HEADS IN THE SOUTHWEST CORNER OF THE INTERSECTION AND RUN WIRING THROUGH NEW CONDUIT.

(R) INSTALL 1¼IN. RISER WITH WEATHER HEAD ONTO PROPOSED TRAFFIC SIGNAL POLE. BG&E SHALL EXTEND OVERHEAD SERVICE FROM UTILITY POLE #292782 TO PROPOSED TRAFFIC SIGNAL POLE, DOWN THE RISER AND THROUGH CONDUIT 'P' TO METER ON SIDE OF NEW EQUIPMENT CABINET.

(S) REMOVE EXISTING PEDESTRIAN POLE WITH SIGNAL HEAD, PUSH BUTTON AND SIGN.

(T) INSTALL 10 FT PEDESTRIAN POLE, PUSH BUTTON AND SIGNAL HEAD (NOTE: 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT IN POLE BASE).

(U) ADJUST EXISTING ELECTRIC HANDHOLE TO PROPOSED GRADE.

(V) REMOVE EXISTING ELECTRIC HANDHOLE.

(W) EXISTING GROUND MOUNTED SIGNS TO BE RELOCATED BY OTHERS. SEE SM 02.

(X) INSTALL VIDEO DETECTION CAMERA USING PEDESTAL BRACKET TO LIGHTING ARM.

(Y) ABANDON EXISTING ELECTRIC HANDHOLE AND CONDUIT.

(Z) PULL BACK INTERCONNECT CABLE FROM EXISTING CABINET TO OVERHEAD LINE MOUNTED TO BGE POLE # 292782. EXTEND TO TOP OF POLE 'B' AND RESTRAND THROUGH POLE AND PROPOSED CONDUIT SYSTEM TO PROPOSED CABINET.

(AA) INSTALL 24 INCH STOP LINE AS DIMENSIONED ON SHEET DE-01.

UTILITY LEGEND

G — G	GAS MAIN
W — W	WATER MAIN
S — S	SEWER MAIN
D — D	STORM DRAIN
TV — TV	CABLE TELEVISION
E — E	ELECTRIC CABLES
T — T	TELEPHONE CABLES
A — A	AERIAL CABLES
FO — FO	AERIAL CABLES

GENERAL NOTES

1. THE CONTRACTOR MUST VERIFY THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THIS PLAN ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. SEQUENCE OF CONSTRUCTION FOR THE SIGNAL IS ADDRESSED IN THE TRAFFIC CONTROL NOTES TP 01.
4. ALL EXISTING UNUSED ELECTRICAL CABLES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
5. ALL PAVEMENT MARKINGS SHALL BE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS.
6. SIGNAL HEADS AND MAST ARMS HAVE BEEN DESIGNED AND DIMENSIONED SO THAT PROPER MINIMUM DISTANCES ARE MAINTAINED TO OVERHEAD UTILITY LINES. CONTRACTOR SHALL ENSURE THAT ALL PROPOSED SIGNAL EQUIPMENT STAYS A MINIMUM OF 10 FT FROM PRIMARY POWER LINES, 4 FT FROM SECONDARY POWER LINES, AND 2 FT FROM COMMUNICATION LINES.
7. ALL EQUIPMENT TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
8. MAINTAIN ALL EXISTING CONDUIT.
9. THE CONTRACTOR SHALL INSTALL SLOTTED CONDUIT PRIOR TO FINAL RESURFACING.
10. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

REVISION B CONSULTANT

WALLACE, MONTGOMERY & ASSOCIATES, LLP
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Towson, Maryland 21204

REVISIONS

(B) Reconstruct traffic control signal and video detection — 08/2004 — MJA — SHA No. BA7601I76

(A) Replaced failed detector — 07/1996 — RLS — AW912A51

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

THIS IS A REVISION TO ORIGINAL SIGNAL PLANS ON FILE AT SHA

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD 150 AT TAYLOR AVENUE SIGNALIZATION PLAN

SG-01

DRAWN BY:	FLANIGAN	F.A.P. NO.	SEE TITLE SHEET	TS NO.	SHEET NO.
CHECKED BY:		S.H.A. NO.	BA7605I76	S-2108	
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